

within the community of Belgrade, Alternative 2C did not receive the same level of public support as Alternative 2A (Preferred) from area residents. However, Alternative 2C has fewer impacts to wetlands, one of the ecological resources identified for protection under CAMA guidance.

Jones County. The *Jones County Strategic Plan* lists widening US 17 to four lanes from the Craven County line to Onslow County as a critical priority to future development in Jones County. The *Jones County Strategic Plan* advocates the establishment of new industrial/commercial sites, as well as the construction of residential housing units in Pollocksville. The Detailed Study Alternatives are consistent with this guidance.

Town of Maysville. Alternatives 2A (Preferred) and 2C are consistent with the Town of Maysville's requirement to promote the potential for future growth and development, as discussed in the *Jones County Strategic Plan*. No other formal guidance exists for the Town of Maysville at this time.

Town of Pollocksville. The *Jones County Strategic Plan* advocates the establishment of new industrial / commercial sites as well as the construction of residential housing units in Pollocksville. Additionally, the Board of Commissioners of the Town of Pollocksville supported any Detailed Study Alternatives not located within the town limits. A bypass located outside of the town limits would minimize impacts on residences, businesses, and land within the town limits. A new bypass outside the town limits would also permit growth for the Town; the *Jones County Strategic Plan* documents Pollocksville's intention to expand the town's planning and zoning jurisdiction to include the new bypass corridor. Therefore, Alternatives 4D (Preferred) and 4E are consistent with local land use plans and goals expressed by the Board of Commissioners for the Town of Pollocksville.

4.1.2.2 Transportation Plans

4.1.2.2.1 Compatibility with Highway Plans

The proposed project is consistent with the state and local transportation plans for the area. The project is included in NCDOT's *Draft 2011-2020 Statewide Transportation Improvement Program (STIP)* as Project Number R-2514 (Parts B, C, and D). The project proposes to improve approximately 15 miles of US 17 between Deppe Loop Road (SR 1330) / Springhill Road (SR 1439) south of Belgrade and the New Bern Bypass (STIP Project No. R-2301, which is currently under construction near the Jones / Craven County line, south of New Bern).